

Acupuncture for Panic Attacks in Mechs

A case study by olive2read

Patient: OP

- ★ male-identified mech
- ★ 8M yrs old

Chief Complaint: Acute Panic Attack

- ★ Intakes cycling at accelerated rate
- ★ Cooling system not responding
- ★ Loss of voluntary control of various subsystems

Background:

OP is suffering an acute panic attack—his fear has taxed his system to such a degree he is losing voluntary control of mechanical systems he needs to function. His fear has caused his intakes to cycle much faster than they ought and, as a result, his engines are overheating. In addition, there is likely an existing short in his fuel regulation system as his cooling system and other subsystems, which his fuel regulator controls, go offline very rapidly.

TCM Diagnosis:

- ★ Hypercycling d/t Acute Fear
 - Engines Overheating
- ★ Existing Fuel Regulation Short

Treatment Principles:

- ★ Cool the Engines
- ★ Return Cycles to Normal Rate
- ★ Patch the Short



Acupuncture Points:

- ★ Du 20
- ★ Ren 15
- ★ B-LI 11
- ★ B-KD 3

Treatment Plan:

The heat in his engine is the most urgent thing to address. I want to get his intakes to stop cycling too fast and bring his cooling system back online. I'd start with Du 20, located on the top of his helm midway between the two finials, to instantly vent the heat and calm his fear to prevent overheating as his systems recalibrate. Next will be Ren 15, about halfway between the midpoint of his windshields and the top of his front fender on his midline. This will support Du 20, as well as allow his engine to make more efficient use of his intakes as they begin to slow to the appropriate cycle rate. Lastly, I'll use bilateral LI 11, located at the lateral side of his elbow joint, to support the previous two points and ensure the heat is completely cleared. In the pod, Megatron gives him a jolt to this point but as I am not equipped with the technology to do this without Megs, I have to rely on needles.

I'd leave all of these needles in for at least 20 minutes. If his intake cycling slows to its normal rate and his cooling system comes back online, I would then add bilateral KD 3, on the medial side of the rear of his boot where his foot joins to his leg. This will hopefully patch the short in his fuel regulation system. Depending on how long the short has been there, this patch may need to be reapplied periodically, or he may need to seek medical attention for a more permanent repair.



credits

This case study would not have been possible without the invaluable support of the Beautiful Murder Machines and Voiceteam MysteryBox participants. Special thanks to:

- astolat & HaHeePrime for supplying patient background data
- kess as subject matter expert for mech anatomy
- rhythmia for needle insertion & photography